

Bowen Island Municipality Ferry Advisory Committee Meeting
Tuesday, September 17, 2002
Horseshoe Bay Conference Room
5:00 p.m. – 7:00 p.m.
FINAL

Attendees:

BIMFAC:

Luz Budzinski
Grant Chitty
Alison Morse
Doug Sinkinson
Robb Schultz

BCFC:

David Marshall
Captain Rod Hesp
Andrew Robertson
Deborah Dykes

Guests: (5:45 p.m.)

Bowen Island Sustainability Taskforce
Eric Sherlock
David Hawking

1.0 New Intermediate Vessel

Andrew Robertson made a presentation about the new vessel and advised that it was essentially the same vessel that was presented to the committee last year, with minor tweaks. The committee asked if mezzanine decks could be added in the future, and were advised that BC Ferries would have to check if that was structurally possible. As described at earlier meetings, the vessel has the same hull design as the Skeena Queen, and the housework will be similar to the upper passenger accommodation style of the Queen of Capilano. In response to a question as to the need for air conditioning, the committee was advised that a HVAC [heating, ventilation, air conditioning] system was being installed which was a fully integrated system. The committee asked if there is to be a cafeteria. Andrew Robertson advised that plumbing and wiring would be roughed in.

The medium-speed diesel engines, which have already been purchased, are approximately 19% more fuel efficient than those on the Queen of Capilano. A discussion ensued about fuel. BC Ferries generally uses marine diesel. The corporation does use some low-sulphur fuel, which currently has a limited availability, and is about 25% - 30% more expensive than marine diesel.

David Marshall described the timeline and process for the new intermediate vessel and showed the committee the drawings. The corporation originally wanted to tender the new vessel in May 2002, but instead issued an expression of interest to approximately 50 shipyards, including international yards, to pre-qualify shipbuilders. The corporation pre-qualified nine yards. David advised that a call for tender would be issued in the near future [issued Sept. 23]. Once the vessel is tendered, BC Ferries will not change the design specifications.

2.0 Loading of Foot Passengers

At Horseshoe Bay, overhead loading will be accommodated in berths one and two. Because of the design of berth three, the superstructure of the new vessel cannot physically be extended to reach

the terminal. BC Ferries is looking at terminal (shoreside) options. An appendage from the ship would hamper the captain's visibility.

David Marshall advised that the new intermediate vessel is designed to accommodate foot passengers on the main deck at Bowen, as Snug Cove does not have any infrastructure to handle alternatives at this time. The committee stressed that the separating of foot passengers in Snug Cove is imperative. This keeps the vessel on schedule and provides safety. The work of the Snug Cove traffic management planning group and the options currently under review were discussed. BC Ferries encouraged the committee to ensure that all the options are investigated in order that BC Ferries may, in turn, develop cost and project estimates for each option. David Marshall informed the committee that the preferred north wharf option would likely impair the vessel's movement and not be supportable from an operational perspective. The committee requested BC Ferries' draughtsman draw up some alternate passenger walk-on scenarios. David Marshall agreed.

Action: David Marshall

3.0 Presentation by Bowen Island Sustainability Taskforce

Representatives from the Bowen Island Sustainability Taskforce made a presentation to the committee. They explained that the municipality has joined the Partners for Climate Protection program, administered by the Federation of Canadian Municipalities, in a commitment to reduce global warming. The municipality commissioned a study by the Pembina Institute to establish a baseline inventory of the GHG emissions created by the community. The representatives also discussed a letter that was sent to Fred Wright on October 2001, while Mr. Wright was undertaking a review of BC Ferries.

A discussion took place about BC Ferries plans to reduce green house gas emissions. The new intermediate vessel will realize about a 19% reduction in fuel consumption. In addition, by introducing the new vessel, BC Ferries will retire the Queen of Tsawwassen, which performs poorly in relation to green house gas emissions, thus allowing the Corporation to further reduce its greenhouse gas emissions at a provincial level. Over the next 15 years, the corporation needs to build or buy 18 vessels. It is through BC Ferries' capital program that the corporation intends to address the green house gas emissions issue, possibly with environmental engines.

The corporation is also looking at other ways to protect the environment, such as the trial of the direct water injection engines currently being tested on the Queen of New Westminster. This approach is purported to reduce NOx and Sox but the claims need to be substantiated. If the trial realizes significant reductions, the program will likely be rolled out on more vessels. The corporation is also introducing new sewage treatment plants on some vessels. Designed specifically for wastewater treatment on ships, the Hydroxyl system uses a chlorine-free process that requires less space than alternative systems and a low level of electric power consumption to operate. Such a system has been specified for the new Route 8 vessel.

A brief discussion took place about integrated transportation management and the taskforces' desires to streamline transportation to encourage people to leave their cars at home.

The participants also talked about the core review and environmental implications. David Marshall advised that the focus of the core review is on governance structure of BC Ferries. The results of BC Ferries core review could be announced by the end of the year.

David Marshall requested a copy of the Pembina Report.

Action: Eric Sherlock, David Hawking

Meeting adjourned 7:00 p.m.

Approved: Captain Rod Hesp: Date: September 26, 2002
 Luz Budzinski, Chair: Date: October 8, 2002